TRANSPORTATION DISTRICT 2

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TECHNICAL BULLETIN

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Inside this issue:

Median Treatment for Slotted Left Turn Lanes

When designing an intersection, designers should evaluate the need for slotted left turn lanes. Per FDM 11-25-5, "A problem with left-turn lanes is the inability of drivers in opposing left-turn bays to see past each other to detect oncoming traffic. It is suggested that the turning lane be kept as far to the left as practical on wider medians, thus creating a slotted or channelized left-turn lane." FDM also states that the minimum width of a median between the left turn lane and the opposing through traffic should be 4 to 6 feet. District 2 prefers this minimum width to be 6 feet. This width is needed to accommodate traffic signals and signs.

The channelizing median which separates the through traffic of the same direction as the left turning traffic should be 4 feet face to face or greater as defined in the FDM. Medians should be raised and the median surface should be of a maintenance free surface such as concrete sidewalk or asphalt where mowing operations by the maintaining agencies are not feasible. On wider medians, grass should be placed where mowing widths are not an issue. A width of 10 feet is a good rule of thumb for separating hard surfaces in medians and grass.

If the width of the channelizing median is less than the preferred 6 feet, designers should use Concrete Corrugated Medians instead. Concrete Corrugated Medians should not be designed with a width greater than 10 feet. In areas where the width varies, designers should transition from the corrugated median to the raised median as the width increases. Designers should coordinate with both Traffic Operations and Signal Operations Units to address specific needs or circumstances.

Reminder C/S Trns*port Migration

The Client Server conversion begins on February 14, 2003. At the time of this printing, here's what the migration means to the following individuals:

Design Staff
All projects and proposals in Trns*port PES will be converted from mainframe to client server. You can work on projects and proposals on the mainframe until February 14th and then finish them after March 3rd in client server. For those who use Estimator and upload your projects to PES you can continue to work on the projects in Estimator. Estimator is not being affected by the conversion. After March 3rd you can upload your Estimator projects to client server Trns*port.

Construction Staff
All contracts in Trns*port CAS will be converted from mainframe to client server. A Fieldmanager estimate should be submitted for contracts where you would normally be submitting one during the next three weeks, by this Friday, February 7th, one week prior to the shut down. This is necessary to enable approval, submittal, processing, and refresh of the estimate before we shut down. Contract Modifications that require a supervisors approval need to be approved prior to February 14th. All estimates and contract modifications that are not approved by February 14th will have to be resubmitted from Fieldmanager after the system is turned back on. A voucher run will be initiated on 2/14 at 4:00 pm. Refreshes for these vouchers will be set back on Monday morning 2/17 around 10:00 am. These refreshes will be available until 4:00 pm on Tuesday, 2/18 at which time the Fieldnet mail server in Florida will be shut down for good. Project engineers must "get mail" and processes these refreshes before the Fieldnet server is shut down. In fact everyone should do one last "get mail" before 4:00 pm 2/18/03.

Also during the shut down Field staff will NOT be able to submit FIT or MIT data. This is because the Fieldnet server will be turned off. You can still work on your information in FIT and MIT, but you will have to wait until March 3rd to submit the data.

Consultant Staff
Don't forget to apply for your Secured cards and contacting the district for software installs.

Consultants don't forget to apply for your secur ID card and contact the district for software installs.

What's wrong with this picture?

The answer can be Found on page 4

October Letting Discontinued

FDM 19-1-1, Figure 2, no longer allows for October lettings.

What does this mean for your project?

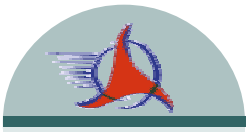
If you have a project with an October let (May PS&E), you will need to coordinate with Tom Longtin at the next scheduling meeting. The project will most likely be moved to the November let (June PS&E).

A revised D2 Production Schedule reflects the elimination of October lettings. WDOT staff can get a current copy of the Production Schedule at the Project Development Section of the D2 Intranet website. The link is called ***D2ProSchd.xls.*** Questions can be directed to D2 Design Administration.

Future Curb Ramps ?

On all urban and suburban improvement projects including 3R, designers need to check to make sure existing sidewalks at crosswalk locations (intersection and mid block) meet design standards. We are obligated to upgrade these locations with curb ramps as per both Wisconsin statutes and ADA even if the project does not include any other sidewalk work

When no sidewalks exist within the project limits, designers need to note in the plans that the contractor shall place the curb cuts only for future curb ramps and sidewalk, even if future sidewalks are not presently planned.



Obtain a Project Schedule from the D2 Project Development web site.

Soil Borings for 2003

Central Office is currently planning their summer workload for this year. Project managers need to notify Steve Maxwell at (262) 548-8837, for soil borings they anticipate for the upcoming season. Special considerations such as traffic control or flagging operations should also be identified.

Project managers should request borings as soon as possible after scoping once all the info identified on the boring request forms can be provided. If borings are needed this summer but scoping has not yet begun, project managers should coordinate with Steve so Central Office can get a "heads up" on such future work.

Time frames to do the borings vary based on workload and scope of the soil boring work requested.

Soil boring request forms can be found at *w:\design\forms\soils*.

Transportation District 2

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Increasing Productivity

District 2 Contract Time Extensions

At a recent PDS Meeting, the supervisors approved a change in the Level of Authority when approving contact modifications solely involving time extensions.

Starting immediately any contract modification written solely for the purpose of extending contract time will require approval by the supervisor.

Any time extension resulting from extra work should be negotiated, and included with the contract modification that adds that work. For approval authority of this nature, one should refer to the current contract modification procedure.

Refer to Section 108, Prosecution and Progress, in the pertinent supplemental specification, when additional time is requested or needed to complete the work.

If you have any questions, feel free to contact Bob Hubing or Dave Buschkopf, Field Engineers, in the Construction Administration Unit.

Answer to Picture Question on page two.

In accordance with S.D.D. 14B24-3a, the longitudinal strut shown below the Energy Absorbing Terminal should be no more than 2 inches above the crushed aggregate base course shoulder. Also the soil plate attached to the lower part of the posts should be completely covered by the surrounding base course material. In the photo, neither one of these is true.